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HISTORIC AMERICAN ENGINEERING RECORD

INDEX TO PHOTOGRAPHS

Post Road Bridge
Maryland State Rout 7-A over AMTRAK mainline
Havre de Grace
Harford County
Maryland

Note: See photo location diagrams on pp. 5-6.

AERIAL VIEWS

Jack E. Boucher, Photographer, April 1977

MD-44-1 View looking southwest down AMTRAK mainline toward bridge.

MD-44-2 View looking south toward bridge.

MD-44-3 View looking east, down toward bridge.

MD-44-4 Close-up view looking northeast at bridge along AMTRAK mainline.

GENERAL EXTERIOR VIEWS

Alvin MacDonald, Photographer, February 1982

MD-44-5 Perspective view of the northwest side and southwest end elevations of the bridge.

MD-44-6 Long range view of the southwest portal of the bridge.

MD-44-7 Close view of the southwest portal of the bridge.

MD-44-8 Long range view of the northeast portal of the bridge.

MD-44-9 Close view of the northeast portal of the bridge.

MD-44-10 Southeast elevation of the bridge.

GENERAL INTERIOR VIEWS

Alvin MacDonald, Photographer, February 1982

MD-44-11 General interior elevation viewed from midspan toward the northeast, showing the corrugated metal barriers on both sides and the asphalt deck.

STRUCTURAL DETAILS

Alvin MacDonald, Photographer, February 1982

MD-44-12 Detail of west side of southwest portal showing the latticed diagonal brace and the hip vertical, pin-connected to the latticed inclined end post directly beneath the riveted connection with the portal bracing.

MD-44-13 Detail of west side of southwest portal showing the latticed top chord rivet-connected to the latticed inclined end post and the portal strut; also shown is the webbed portal bracing and the top lateral bracing with the pin connection of the hip vertical and the diagonal.

MD-44-14 Detail along the northwest side of the inside of the bridge, in the center of the second panel from the western bridge shoe; the view shows the latticed vertical, pin-connected with the latticed diagonal and the top and bottom counter braces. The vertical is constructed for compression above the pin and for tension below the pin.

MD-44-15 Detail along the northwest side of the inside of the bridge, showing the latticed vertical post that separates the second from the third panel point on the southwest end; the latticed top strut is rivet-connected to the vertical post and the top strut.

MD-44-16 Detail along the northwest side of the inside of the bridge, showing the pin connection in the center of the third panel from the western bridge shoe; again the vertical is constructed for compression above the pin and for tension below the pin.

MD-44-17 Detail along the northwest side of the inside of the bridge showing the pin connection of the vertical in the center of the fourth panel (the centerline of the bridge) with the diagonals and the counter bracing.

MD-44-18 General view along the northwest side of the inside of the bridge showing the vertical in the center of the fourth panel, at the centerline of the bridge, pin-connected to the latticed top chord. The top chord is rivet-connected to the top strut and the top lateral bracing. The vertical is also pin-connected to the diagonals and the counter bracing, which are in turn pin-connected to the top chord.

MD-44-19 Detail from above, of the northwest side of the bridge in the center of the first panel adjacent to the western bridge shoe; shown is the compound connection where the floor beam is rivet-connected to the vertical and then pin-connected to the bottom chords of the truss. The contents of the added square conduit were not determined.

MD-44-20 Detail from below, of the northwest side of the bridge in the center of the first panel adjacent to the western bridge shoe; shown is the compound connection where the floor beam is rivet-connected to the vertical and then pin-connected to the bottom chords of the truss.

MD-44-21 Detail of the east corner shoe where the latticed inclined end post is pin-connected to the bottom chord of the truss and the show that rests on the stone abutment.

MD-44-22 General view of the underside of the bridge looking toward the northeast abutment.

REPRODUCTIONS OF ORIGINAL DRAWINGS

Note: the following photographs are photocopies of the original drawings by the American Bridge Company and the Pennsylvania Railroad, as copied by the Maryland State Highway Administration.

MD-44-23 American Bridge Company Drawing No. 1; End posts and top chords; dated 4-3-1905.

MD-44-24 American Bridge Company Drawing No. 2; Posts; dated 4-10-1905.

MD-44-25 American Bridge Company Drawing No. 3; Posts, diagonals, and middle struts; dated 4-7-1905.

MD-44-26 American Bridge Company Drawing No. 4; Floor beams and stringers; dated 4-7-1905.

MD-44-27 American Bridge Company Drawing No. 5; Top struts and portal struts; dated 4-7-1905.

MD-44-28 American Bridge Company Drawing No. 6; Bottom laterals; dated 4-5-1905.

MD-44-29 American Bridge Company Drawing No. 7; Shoes and bedplates; dated 4-6-1905.

MD-44-30 American Bridge Company Drawing No. 8; Fences; dated 4-5-1905.

MD-44-31 American Bridge Company Drawing No. 9; Top laterals and struts; dated 4-5-1905.

MD-44-32 American Bridge Company Drawing No. E1; Erection Diagram; dated 4-13-1905.

MD-44-33 P.B. & W. Railroad Drawing of Truss Members and Stresses; dated 3-13-1905.